

Decision making level **Director Decision** Date **18th March 2015**

Pinch Point Scheme, A19 South Transport Corridor – Phase 1

Decision Requested

To consider and approve implementation of certain low safety risk works prior to the Stage 2 Road Safety Audit being reported to OIC.

Reason

An early start to the project will reduce potential overlap of work with the implementation of the Fordlands Road junction works linked to the Germany Beck scheme and therefore reduce the amount of cumulative disruption caused by the road works for both schemes.

Background Information

Phase 1 of the Pinch Point scheme was reported to Cabinet on 20th January 2015 and approval was given to progress the scheme to implementation. At that point, a Road Safety Audit hadn't been completed and included in the report, so authority was delegated to the Director of City and Environmental Services to make any required alterations to the scheme as a result of the Road Safety Audit recommendations, in consultation with the Cabinet Member for Transport, Planning and Economic Development.

The Stage 1 Road Safety Audit was reported to OIC on 17th February. The audit had raised concerns about various aspects of the design and officers had provided a designer response to these concerns. The report discussed the main issues and identified actions that were to be taken to mitigate the concerns or reduce the risks to acceptable levels.

The Director, in consultation with the Cabinet Member, gave approval to progress the scheme to implementation subject to a Stage 2 Audit being carried out after completion of the design and being reported back to OIC for consideration.

The Stage 2 Road Safety Audit is scheduled for week commencing 30th March due to certain key elements of design being firmed up and due to unavailability of Audit team members before then, and will consider the proposals for Phase 1 in its full context. It is to be reported to OIC in mid April.

In order to reduce potential overlap of work with the implementation of the Fordlands Road junction works linked to the Germany Beck scheme and therefore reduce the amount of cumulative disruption caused by the road works for both schemes, officers are proposing to undertake certain

low safety risk works in advance of the OIC meeting. These advance works (shown in Annex A) will comprise:

- Additional attenuation measures to provide storage for increased surface runoff and associated drainage work to connect this to the existing surface water drainage system,
- Preparatory work to enable the installation of new street lighting columns, and to install associated chambers and ducting for the power supplies.
- Realignment of the off-road path between Lingcroft Lane and the southern roundabout.
- Possible provision of concrete bases for new traffic signs.

Commencement of the main construction work is programmed for w/c 11th May, to follow the elections and Tour of Yorkshire cycling event.

Consultation Process

Public consultation with local residents was undertaken prior to the Cabinet meeting and the outcome of the consultation was reported at that stage.

Statutory Powers

The City of York Council, as Highways Authority of the area, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984 to implement the measures proposed.

Ward Members and Political Party Views

Ward member views on the proposals for Phase 1 were reported to the Cabinet meeting.

Financial Programme Implications

The budget for the Pinch Point scheme in 2015/16 is £1.99m. The works being proposed at this stage are part of the works requiring to be undertaken to deliver Phase 1. The estimated cost of Phase 1 as a whole is £1.2m.

Some minor investigatory work and clearing of ditches has been carried out to date. The advanced works being proposed are considered to be of low risk to road users and can be undertaken with minimal traffic management and so should not impact severely on traffic flows.

Options

Option 1 – to approve the commencement of low risk works during April, in advance of the main scheme.

Option 2 – to delay the advanced works until commencement in mid May.

Option 1 - These are low risk activities which can be undertaken with minimal impact on traffic and will ensure a reduced overlap with the works being undertaken for the Germany Beck scheme.

Option 2 will delay implementation and subsequent completion of the works, with much of this then being undertaken during the busier summer months, potentially having a greater impact on the busy shopping periods for Designer Outlet and increasing the overlap of works being undertaken concurrent to the Germany Beck scheme, potentially increasing the amount of disruption to road users.

Level of Risk

1-3 Acceptable	Y	16-20 Action Plan	
4-8 Regular Monitoring		21-25 Registered as a corporate risk	
9-15 Constant Monitoring			

Internal Consultation

Internal consultation on the proposals for phase 1 was carried out and reported to the Cabinet meeting.

Implementation Status

Advanced works proposed for commencement in April with main contract to follow in May.

Recommendations

The Director is asked to approve the implementation of the low risk activities referred to in Annex A during April, and prior to the stage 2 RSA being reported to OIC.

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Date: 17th December 2014

Report
Approved

Date

Wards Affected: Fulford

All

For further information please contact the author of the report